Sinanciai.

OFFICE OF THE THIRD AVENUE RAILROAD CO. }
3d.v., bet. 65th and 66th sta.

DIVIDEND.—The Directors have this day declared a QUARTERLY DIVIDEND of TWO AND A

LIF PER CENT, payable to the stockholders, at the office
company, on and after WEDNESDAY, the leth inset.

transfer be its will be closed out if that date. transfer he ha will be closed out that date.

Tork, New I, 1888. SAM'L B. ISAACS, Secretary.

OTICE. -The Interest coupons of the Eight Per Cent let Mortgage Eonds of the LA CROSSE and MIL-HUKEL RAILBOAD COMPANY, due on the let day of HUKEL RAILBOAD COMPANY, due on the let day of HUKEL RAILBOAD COMPANY, due on the let day York will be paid on that day on presentation at the York will be paid on that day on presentation at the York Will be paid on that day on presentation at the York Will be paid on the day on presentation at the York Will be paid on the day on presentation at the York Will be paid on the day on presentation at the York Will be paid on the day on presentation at the York Will be paid on the day on presentation at the York Will be paid on the day on presentation at the York Will be paid on the day on presentation at the let will be paid on the day of the let will be paid on the day of the let will be paid on the day of the let will be paid on the day of the let will be paid on the day on presentation at the let will be paid on the day on presentation at the let will be paid on the day on presentation at the let will be paid on the day on presentation at the let will be paid on the day on presentation at the let will be paid on the day on presentation at the let will be paid on the day on presentation at the let will be paid on the day on presentation at the let will be paid on the day on presentation at the let will be paid on the le

FREDERIC HOFFMAN, Secretary.

FOR INVESTMENT.—We offer FOR SALE

\$29,000 of the The FER CENTSEMI-ANNUAL COU\$29,000 of the The FER CENTSEMI-ANNUAL COU\$29,000 of the The CENTSEMI-ANNUAL COU\$29,000 of the CE

Nos. 49 Wall and 41 William sta., New York.

OFFICE LA CROSSE AND MILWAUKEE RAILROAD CO., Some York, Sept. 19, 1858.

OTHCE is hereby given to the holders of the FRST MORTGAGE LAND GRANT BONDS of the CRUSSE AND MILWAUKEE R. R. Co., that the undersease acts of the company of t

OFFICE OF THE THIRD AVENUE RAILROAD CO., {
NEW-YORK, Oct. 18, 1858.
THE ANNUAL MEETING of the STOCKROLDERS of the Communication of the STOCK-DERS of this Company will take place at their office, tet, between 65th and 66th-sta, on W. Edward will be an appl for thirteen DIRECTORS for the enashing year. The pole will be open from 12 m, to 2 p, m. The Tranfershall will be closed from this date until the 11th proxime.

SAMUEL B. ISAACS, Secretary.

TRADESMEN'S FIRE INSURANCE COM-tantification of subscription to the capital stock of a Compay will be opened at the Mechanics and Traders' but halos Bowery, corner of Broomest, on WEDNES-Bit de 7th linst, and will remain open until the whole of the Combitons of One Hundred and Fifty Thousand Dollars shall attentibed.

D. B. KEELER, E. D. BROWN, E. L. WALTON,

OFFICE AMERICAN GUANO COMPANY, (No. 66 William-st., oor, of Cedar.) New York, Oct. 14, 1858. THE HOLDERS of the SCRIP STOCK of the JAS. S. WYCKOFF. Secretary. OFFICE AMERICAN GUANO COMPANY,

NOTICE is hereby given, pursuant to the Statute in man ease made and provided, that all the CIRCULATION OF LOCK PORT, BUNDERS LANCE OF LOCK PORT, BUNDERS LANCE OF LOCK PORT, Busing Association, Lockport, Nicona County, most have NO NOTES is such to THE CANAL BANK OF LOCKPORT, backing Association, Lockport, Nissara County, must be presented at the office of the Superintendent of the Bank Department of the State of New York, for payment, within TWO TRARS from the date bereof, at the tunds deposited for the recognized of the Circulating Notes Issued to the said Bank will give up.

The Bank of Albany, at Albany, will redeem the Notes in beld of the Superintendent.

The NAMES M. CLOSK, Superintendent.

REMITTANCES.

UNION BANK OF LONDON. BANK OF LIVERPOOL. BELFAST BANKING COMPANY, IRELAND. NATIONAL BANK OF SCOTLAND.

Fights on the above Hanks, in some to sult, from £1 upward space ou presentation, and good everywhere in ENGLAND, IRELAND, or WALES,

TAYLOR BROTHERS, No. 76 WALL-ST., N. Y.

SHLEY & NORRIS, STOCK AND NOTE BROKERS, No. 52 Exchange-pla

No. 52 Exchange-place
REFERENCES.
WM. A. BOOTE, esq., President Am. Exchange Bank, N. Y.
5. D. Halbyrad, esq., President Manhattan Co., New-YorkThe Hon. Ww. B. Outdes, New-YorkThe Hon. Ww. B. Outdes, New-YorkTaskelly Haves, esq., President Merchantal Bank, Boston,
Carles Spracoff, esq., Cachier Globe Bank, Boston,
E Amony Davis, esq., President Suffolk Bank, Boston,
E Amony Davis, esq., President Suffolk Bank, Boston. Frents, Gilbert & Sons, Bankers, Boston.
Bears, Ouden, Fleetwood & Co., Chicago, Ill.
Bears, Finches, Lynde & Miller, Milwaukee, Wis.

H. S. LANSING & Co.,
SHIPPING AND COMMISSION MERCHANTS,
Nos. 2/2and 4N BROADWAY,
FORWARD FREIGHT SPECIE, PACKAGES, etc., to all
FORWARD FREIGHT SPECIE, PACKAGES, etc., to all STATE AND PROPERTY SPECIES, PAUNAGES, Sto., to all state of EUROPE, and connect at Southampton for EAST INDIES, PURCHASE ARTICLES on COMMISSION at the BEST RATES, PROCURE PATENT RIGHTS IN ENGLAND and the CONTINENT, and issue SIGHT and TIME HALLS on PARIS, HAMBURG and LONDON.

STOCKS and BONDS purchased and sold for O man at the Brokers' Board on commission. NOIN B. WUKRAY, No. 40 valiest (Manhattan Bank). House and Drafts collected throughout America.

WANTED-SACRAMENTO CITY TEN PER CENT BONDS, by ALBERT H. NICOLAY, No. 4 810.000 TO LOAN ON BOND AND L.Box No. 36 New York Post Office or apply to WH W. BRACKETT, Attorney-at-Law, No. 51 Liberts-at.

Oxofessional Netices.

A MERICAN and FOREIGN PATENTS. I.P. PIRSON, No. 5 WALL-ST., N. Y.

A pamphet of information sent free by mail BURR & LORD, SHORT-HAND WRITERS, So. 119 Names at Official reporters in the United States by see from 1848 to 1854.

CANCERS REMOVED and PERMANENTLY CARLERS REMOVED and PERMANENTLY CERED, without the use of the Kuife, by Dr. E. Will'T-NY, No. 100 West 36th et., New York.

The remove is purely excitable, and excels all others. First, a banquiry of exceptable, and excels all others. First, a banquiry of exceptable, and excels all others. First, a banquiry of exceptable, and except a sure of a tall, must be cared quickly. The time occursed it description the settritions mass by this remedy varies for the no farty-live minutes. After its removal, the healing mass is perfected, and a radical care obtained in from two to the settlements.

PATENTS for INVENTIONS.—T. D. STET-50N, Agent for procuring Patents, No. 5 Tryon-row (near city Rail). A directlar with full information sent free by mail.

Daints, Dile, Blass, &t.

COBUEN'S EXTRA OIL-Very superior for Machinery and Burning-none more desirable. Barrels exalines. JOHN W. QUINCY & Co. No. 56 William etc.

Drean Steamers, &t.

SPECIAL NOTICE.—ROSS, FALCONER & Co. LINE FOR SAN FEANCISCO.—The clipper sup BANKOSE, Capt. Lance, is now receiving the last of her cargo at Pier No. 21, East River, Fulton Farry, and will take foreignt the wire a until full. The Isanhoe is perfectly ventilated to save at the lowest rate, and commanded by Capt. Laws, foresers at the lowest rate, and the pussage in 30 days.) Salops can rely on proper care of their geors and a quick run. For legit, on favorable terms, apply to.

No. 46 Pierre, corner of William.

Aponts at San Francisco, Mossex. D. L. ROSS & Co. Sight tellurare on San Francisco, Mossex. Conlections turde in Calertin and Oregon.

YOR CALIFORNIA, VIA NICARAGUA, 41 REDUCED FARES.—The splended fact-saling Steams of the sale was specified fact sale was specified for the sale w

OFFICE UNITED STATES MAIL STEAMSHIP COMPANIES No. 177 West-st. THE U. S. Mail Steamship ILLINOIS for Aspinwall, will be DETAINED until 2 p. m. Nov. 6.

New York, Nov. 4.

LOR CALIFORNIA.—The magnificent clipper

A ship GRAY FEATHER is cleared, and will sail as soon a the weather permits. Has accommodations for a few more pa-sengers. She is now in the stream. For passage, apply to L. H. SIMPSON, No. 19 Beaver-at.

CALIFORNIA STEAMSHIP LINE.—Via NICARAGUA.
American, Atlantic and Facilic Ship Canal Company.
Proprietors. The appendix terminally WASHINGTON, 2,000 tuns.

Capt. Hency Georgian.

Having been fitted up expressly for the California trade by the Nieungus Route, will leave Pier No. 37, North River, New-

On SATURDAY, the 5th November, at 2 p. m., carrying passengers, neals and freight to San Juan del Nor bonnect at San Juan del Sur, with the well-known and FOR SAN FRANCISCO, CALIFORNIA.

FOR SAN FRANCISCO, CALIFORNIA.
These meanthips effer unsurpassed accommodations for the confort and safety of pussengers. The lathmus Roote is thoroughly repaired said in good order, and the country healthy. For passage and freight apply only at the office of the Agent, to. Showling-green, New York.
JOHN P. YELVERTON, Agent

ROYAL MAIL STEAMSHIP PERSIA for LIVERPOOL.—The PERSIA, C. H. E. Judkins, commander, will sail from the stream on WEDNESOAY NEXT, the 19th instant. A steamboat will ply bet went the Company's wharf, at Jersey City, and the Persia from 0.00 to 9:45 s. m. to

STEAM to LIVERPOOL, LONDON, GLAS-

ears the immediate extinction of fire, and the strictest di-ce is enforced with regard to the use of lights, freight or passage, apply at the office of the Company, JOHN G. DALE, No. 16 Broadway, New-York, Agent, In Laverpool, to W.M. INMAN, Tower Buildings.

TLANTIC ROYAL MAIL STEAM NAVI-GATION COMPANY'S NEW-YORK AND GALWAY LINE STEAM TO ALL PARTS OF GREAT BRITAIN VIA

H. CROMWELL & Co., No 86 West-st. SAVANNAH AND FLORIDA .- U. S. MAIL LINE.—The favorite steamship STAR OF THE DUTH, Capt Thus. Lyon will leave on SATURDAY, Nov. 6, Solciock p. m., from Fir No. 4 North River. Cabin passase to cannal, 815. Through tickets given to Montomery, Colum-, Atlanta Albany and Macon. Bills of lading signed only on the Foreign of the Samuel Columns. board. For freight or passage, apply to SAM'L L MITCHILL

Biramboate and Mairoace.

RAILROAD COMPANIES and HUMAN LIFE. ATLEGAD COMPANTES and HUMAN LIFE.

—The legal duties of all Railroad Companies to adopt at once, promptly and generally, precautionary improvements of tried and undoubted value, calculated to save life and mitirate danger, needs no argument to convince a thinking main. But, unfortunately for the people and the stockholders, there are quite too many of those in authority who do not sufficiently realize their responsibility in this matter. Their thoughs are occupied about too many other things; their duties as Superintendents are clearly not their sole thought and study. Large fortunes are accumulated in a few years from small salaries, and the verdant masses of the community look up to our railway eithein as if they were the Great Mogals; but act us ask how many of them perform their duties with a single eye to the inter-stant dant masses of the community look up to our railway ofhema as if they were the Great Mogule; but let us ask how many of them perform their duties with a single eye to the interests of the stockholers, and the safety of their exployees and the precious lives that are daily committed to thrir k-uping. Suppose, for instance, as was suggested a few years since, that a sea the provided in tout of each locomotive, and one of the directors required to ride in front of each passenger tran, how long would it be before the aforesaid officers would make the inquiry of their mechanics. Ace our trains arranged to stop as soon as they possibly can be! We also have a profound conviction that they would have an earnest dealer, also, to hold the reins themselves when in that postion. This may be a strong case, but it is directly to the point. It is associate follow, and the reins themselves when in that postion. This may be a strong case, but it is directly to the point. It is associate follow, and then the strength of the contrast of the reinstance of the results of the contrast is not far of when men high in authority, in receipt of princely salaries, can condessed to give these minor (to them—primary to the traveler and chockholder; adapted as a little of their attention. It is an unfortunate fact for the interests of railroad opportation, can comparatively few analytics as in the of them attention. It is an unfortunate fact for the interests of railroad opportation, they have the forthought and pidgment to adopt and get the benefit of improvements before they are driven into them by public sentiment or legislation. We wish it were fully understood by railroad officers that the sincess of all great onterprises is dependent upon attention to little things.

An officer may neglect improvements calculated to produce economy or improve work, or anything of these character; but to reject any precaution for the safety of human life, or the control of the feating momentum to little things.

An officer may neglect improvements calcu

or wheel either; our rails are all right. The eather along our road are better educated now, mobory wall ever piece obstructions on our track, or pry open the rails. All the villains and rogues are in State Prison. (What a blessed thing it would be if this latter clause were fact.) We wonder where some railway mana gers wond be them.)

Accidents will occur, that escape the most rigid scrutiny. Wheels break when least expected, axles ditte, rails ditte, chairs also. Murderous villains will place obstructions on the track, and numerous causes cet spire to make a promot stopping of the train a frequent necessity. It will not ad, Messer, Railway officers, for you so say in reply to this, you are bered to death by new improvements of all sorts, and do not know what or have to shirk your responsibility by saying these are the opinious of some ever-sampine historic, and entitled to no consideration. They are stubborn facts, which we are prepared at it times to substantiate. We make no statements we are not prepared to practice, and entitled to no consideration. They are stubborn facts, which we are prepared at all times to call-stantiate. We make no statements we are not prepared to practice, and we train a state, and an admits, to know what will produce the largest amount of singley in railway trainst. Our familiarity with railroad mechanism dates bank as far as 1823, and we are egolistic conoun to think that we cannot be charged with being a novice. Perhaps the greatest amount of difference in our case, as against that of most inventore, is thur. We never came before the public antil we had a tractor, rawy and the protect on our case, as against that of most inventore, is thur. We not represent the state produce to do, and we titched others to understand as early far possible that we are not to be chased with those who present them improvements of untried and and doubtful value, nor do we sell patent rights and, ask companies to incur the expenses and trouble of experiments. We know pure country that we will arrand

from Peck site, arriving in time for all morning trains. To Hart-ford by the GRANITE STATE, every TUESDAY, THURS-DAY and SATURDAY, at 4 p. m. BICH'D PECK, Agent

FOR BOSTON and PROVIDENCE via NEW-PORT and FALL RIVER.—The splendid and superior Steamer METROPOLIS, Capt. Brown, leaves New-York every TUESDAY. ThURSDAY and SATURDAY, at 5 o'clock p. m., and the EMPIRE STATE, Capt. Brayton, on MONDAY, WEDNESDAY and VRIDAY, at 4 o'clock p. m., from Pier N. R. reafter no rooms will be regarded as secured to any appli-

THE REGULAR MAIL LINE via STONING—the shortest at dinest direct, arrying the Eastern Mail. The resemble PROVIDENCE.—Insuad Rouse—the shortest at dinest direct, arrying the Eastern Mail. The retember PLYMOITH ROOK, Cont. Juel Stone, and C. VANDERBILT, Capt. W. H. Frazer, in concention with the STONINGTON and PROVIDENCE and BOSTON and PROVIDENCE and BOSTON and PROVIDENCE ALLINOADS, leaving New York daily (Sundays excepted) from Pier No. 2 North River, for the wharf above Battery-phase, at 4 o'clock p. m., and Stonington at 8:30 p. m., or on the arrival of the Mail Train which leaves Boston 5:10p.m.

The C. VANDERBILT from New York, Monday, Wednesday and Priday, from Stonington, Thesday, Thursday and Sat-

The C. VANDERROILS.

And Priday: from Stonington, Thesday. Thereday and Saurday.

The PLYMOUTH ROCK, from New-York, Tuesday. Thursday and Saurday; from Stonington, Mouday, Wednesday and Friday.

Passengers proceed from Stonington per railroad to Providence and Euston, in the Express Mail Train, reaching said places in advance of those by other routes, and in ample time for all the early morping lines, connecting North and East Passengers that prefer it, remain on board the steamer, enjoy a night's rest undistorbed, breafast if desired, and leave Stoning ton in the 7 a. m. train for Providence.

A baggare-master accompanies the steamer and train through

DEOPLE'S LINE between NEW-YORK, CITY

ISLAND, WHITESTONE, NEW ROCHELLE and MAMARONECK. On and after MONDAY, October 25, the treamer ISLAND CITY, Capt. James Vradenburgh, will leave Politon Market sho at 3 p.m. Beturning, leaves Mannaroneck at 74 a.m.; New Rochelle, 8 a.m.; City Island, 8 j.a.m., and CENTRAL RAILROAD of NEW-JERSEY-

Connecting at New Hampton with the Delaware, Lacks wanns and Western Railroad, and at Easton with the Lebish

wains and Westers Railroad, and at Lazon with the Leans, Valley Railroad.

FALL ARRANGEMENT, commencing October 1, 1854.—
Leave New York for hisston and intermediate places from Pier No. 2 North River, at 75 a.m., 12 m., and 4 p. m.; for Somerrille by shove trains, and at 5 p. m.
The ators trains comment at Elizabeth with trains on the NewJersey Railroad, which leave New York from the foot of Courtinductert, at 75 and 12 a.m., and 4 and 5 p. m.
Passengers for the Delaware, Langawamm and Western Railroad will have at 74 a.m. only. For Lehigh Valley Railroad at 74 a.m. and 12 m.
JOHN O. STERNS, Superintendent. FLUSHING RAILROAD-Leaves Fulton Mar

ket Wharf by steamer IOLLS 26 535, 750 and 10a. m.,
and 1, t and 5:50 p. m. The cars neave Flushing, L. I. at 5:45,
3 and 10 a. w., and 1, 4 and 5:30 p. m., meeting and exchanging
possengers with the boat at Hunter's Point. Through in
minutes. Fare 25 cents.

WM. M. SMITH, Receiver. HUDSON RIVER RAILROAD. -- From August Teckskill, 1:39 and 5:39 p. m. Far Poughkeepsie, Peckskill, 1:39 and 5:39 p. m. Far Poughkeepsie, Peckskill, 1:30 and 5:39 p. m. Far Poughkeepsie, Peckskill to the Sing Trains stop at the Way Stations. Passengers taken t Chambers, Canna, Christopher and Sistate. Trains for Newsork leave Troy at 4:30 and 10:29 a. m. and 4:30 and 8 p. m.; u Sundays, at 1: p. m. A. F. SMITH, Superintendent.

ONG ISLAND RAILROAD-NOTICE .-All Index Part Addition and the second secon

ROCKLAND PASSENGER at 3 p. m., from foet Chambers-st.,

B. F. HEADLEY, Assistant President
NEW-YORK and NEW-HAVEN KAILROAD. 1858. WINTER ARRANGEMENT. 1858.
Commencing November 1, 1858.
Passenger Station in New-York, corner 27th-st. and 4th-av.

Passenger Station in New-York, corner 2:12:3.

***atrance on 37th-84.

**Por New-Flowen, 7, 5 a. m. (ex.); 12:35, 2:45, (ex.) 3:45 and 4:33 p. m. For Bridgeport, 7, 8 a. m. (ex.); 12:45, 2:45, (ex.) 5:43 and 4:30 p. m. For Millord, Stratford, Fairfield, South-poit and Westport, 7 a. m.; 12:45, 3:45 and 4:30 p. m. For Norwalk, 7 a. m.; 12:45, 2:45, (ex.) 3:30 p. m. For Norwalk, 7 a. m.; 12:45, 2:45, (ex.), 3:35, 5:30 p. m. For Stamford, 7, 0 a. m. (ex.); 12:45, 2:45, (ex.), 3:45, 4:30, 5:30 p. m. For Stamford, 7, 0 a. m. (ex.); 12:45, 2:45, (ex.), 3:45, 4:50, 5:30 p. m. For Port Chester and intermediate stations, 7 a. m.; 12:45, 4:45, 4:45, 5:59, 6:30 p. m.

For Boston, 5:89, 5:39, m. m. CONNECTING TRAINS.

For Boston, 5 a. m. (ex.), 2:45 p. m. (ex.). For Connectiont River Railroad to Montreal, 5 a. m. (ex.) For Canal Railroad to Montreal, 5 a. m. (ex.) For Canal Railroad to Montreal, 5 a. m. (ex.) For Canal Railroad to Northampton, 6 a. m. (ex.) and 12:45 p. m. For New-Haves and N. w. Lendon Railroad, 5 a. m., For Naugatuck Railroad, 8 a. m., For Naugatuck Railroad, 7 a. m.; 5:45 p. m. For Dambury and Norwalk Railroad, 7 a. m.; 5:45 p. m. JAMES H. HOYT, Superintendent.

NEW-YORK AND HARLEM RAILROAD
COMPA Y - SUMMER ARRANGEMENT.
Commencing MONDAY, Sept. 29, 1858.
Trains leave Depot cor. White and Centre-stat. New-York, at 5:15 p. nr., White Plains train, stopping at all Stations.
Trains leave Depot corner of 3th st. and 4th av., New-York, at 8:10 a. m., William shoride train, stopping at all Stations.
5:30 a. nr. Mail train, stopping at all Stations.
5:30 a. nr. Mail train, stopping at all Stations.
5:30 a. nr. Mail train, stopping at all Stations.

tions north.

11:00 a. m. Williamsbridge, stopping at all Stations.

11:00 a. m. White Plains train, stopping at all Stations.

2:50 p. m. Williamsbridge train, stopping at all Stations.

4:00 p. m. Dover Plains train, stopping at all Stations.

5:00 p. m. Williamsbridge train, stopping at all Stations.

5:00 p. m. Williamsbridge train, stopping at all Stations.

8:30 p. m. Williamsbridge train, stopping at all Stations.

RETURNING—Leave Castham Four Corners:

12:50 p. m. Mail train, stopping at Williamsbridge, White Plains and all Stations bow.

WM. J. CAMPBELL, Superintendent.

NEW-JERSEY RAILROAD-For PHILA-EW-LERSEY RAILROAD—FOR THILAGAD—FOR THILAGAD—BELPHIA and the SOUTH and WEST, via JERSEY CITY.—Mail and Kapress lines leave New-York at 8 and II a.m. and 4 and 6 p. m., fare \$4. Through Tickets sold for Cincinnari and the West, and for Baltimore, Washington, Northagade, and through baggage checked to Washington in 8 a.m. and 6 p. m. trains. J. W. WOODRUSP, Assistant Superintendent, No baggage will be received for any train unless delivered and sheeked fifteen minutes in advance of the time of leaving.

No bargage will be received for any train unless delivered and sheeled fitteen minutes in advance of the time of leaving.

PENNSYLVANIA RAILROAD.

The GREAT CENTRAL ROUTE, connecting the Atlantic Cities with Western, North-Western and South-Western States by a continuous Railway direct. This Road also connects at Pittsburgh with daily lines of steamers to all ports on the Westers. Rivers, and at Cleveland and Sandurky with the steamers to all ports on the North-Western Lakes-making the most direct, cheap and reliable route by which FREIGHT cas be forwarded to and from the Great West.

RATES BETWEEN PHILADELIFIA and PITTSBURGH.

First Class.—Boots, Shoes, Hats and Cops, Books, 15 counts Dry Goods (in books, bales and trinks), Drugs (in)

Secont Class.—Boots, Shoes, Hats and Cops, Books, 15 counts Dry Goods (in books, bales and trinks), Brugs (in cristnal bales), Drugs (in casks), Hardware, Iseather (in rolls and boxes), Wool and Sheep Felts, Eastward, Ke.

Philip Class.—Auvils, Steel, Chains (in casks), Hardware, Iseather (in rolls and boxes), Wool and Sheep Felts, Eastward, Ke.

Foliar Class.—Auvils, Steel, Chains (in casks), Sometic Philip Class.—Auvils, Sometic Philip Class.—Auvils Philip Class.—Auvils Philip Class.—Auvils Philip Philip Class.—Auvils Philip Ph

Grains— P 100 B until farther notice.
Corros— P hale, not exceeding 500 B weight, until further notice.

In shipping goods from any port east of Philadelphia, be particular to mark the package. Via Pennsylvania Railroad. All records consigned to the Agents of this Road at Philadelphia of Pittsburgh will be forwarded without detention.

Farinhi Agents.—Harris, Wornley's Co., Memphia, Tenn.; R. P. Sea & Co., St. Louis; P. G. O'Rellly & Co., Evansville, Brd.; Dumestill, Bell & Co., and Carrer & Jewett, Louisville, Ev.; B. C. Meidrum, Madison, Ind.; H. W. Brown & Co., and Iretin & Co., Cincinnati; N. W. Graham & Co., Zanewille, Ky.; B. C. Meidrum, Madison, Ind.; H. W. Brown & Co., and Iretin & Co., Concinnati; N. W. Graham & Co., Zanewille, Vorte, E. J. Sneeder, Philadelphia, Magaw & Kooma, Baltimore, D. A. Stewart, Pittsburgh.

H. H. HOUSTON, General Freight Agent, Philadelphia, H. A. SCOTT, Superintendent, Alboona, Ps.

PENNSYLVA ANIA RAILEROUTE.

The Pennsylvania Railroad connects at Pittsburgh with roads to and from St. Louis, Mo.; Alton, Galena and Chicago, M. Frankfort, Lexington and Louisville, Ky., Terra Haute, Madison, Lafayette and Indianapolis, Ind.; Cincinnati, Dayton, Springfield, Bellefouriane, Sandusty, Toledo, Cleveland, Columbus, Zanewille, Massilion and Wooster, Ohio, also with the steam pasket boats from and to New-Orleans, St. Louis, Jouisville and Cincinnati.

Through leakers for the East can be had at any of the abovementioned piaces in the West.

Bacque Checker Tractory.

Fassengers will find this as short and expeditious as any other route.

Fassengers will find this as short and expeditious as any

VARE AS LOW AS BY ANY OTHER ROADS. handbills, framed, in the hotels of this city.

office of the

PPENNSYLVANIA RAHLROAD.

No. 2 ASTOR HOUSE, BROADWAY,
J. L. ELLIOTT, Agent.

For Engirent Tickets apply at No. 3 Battery place.

November 1, 1886.

IN PURSUANCE of an order of the Surrogate

N. PURSUANUE of an order of the Surrogate
of the County of New-York, notice is hereby given to all
persons having claims against JACOB STRAUT, late of the City
of New-York, deceased, to present the same with von-hers
thereof to the subscribers, at the office of Edward J. Strant,
No. 105 Bank-t., in the City of New-York, on or before the
seventh day of March next.—Dated New-York, the 3d say of
September, 1824.

2. J. STRAUT.

184 Lawsin S.

Executer.

Medical.

CONSTIPATION (COSTIVENESS) and DYS-PEPSIA completely cured without medicines, injections or bates, by DAVY'S ERVALENTA CRACKERS an agreea-Cracker Bakery, No. 219 Foreyard.

Will keep for years in any elimate. None stamped "Davy 6."

ISAAC McGAY, No. 219 Forsythet., N. Y.

WILLIAM H. KINSLEY, Druggiet, (success of to Greenle & Kinsley, and Kinsley & Davina; No II Gold-et., (near Maiden inne), N. w York. Prompt attention given to Drug Orders and Consignments. Office as above WM. BURGER, late of Courtlandt etc.

New-Pork Daily Tribuna

KANSAS.

POLITICAL CONDITION OF KANSAS-DE-SIGNS OF THE ADMINISTRATION-FOR-MATION OF NEW TERRITORIES, &c.

Correspondence of The N. Y. Tribune. LAWRENCE, Kansas, Oct. 10, 1858.

The Territorial election for Representatives to the Legislature has just passed, and enough is known of the character of the next House to enable us to understand something of its political complexion. For months past there has been a general feeling of dissatisfaction and division existing within the Free-State party, which to all observers indicated a dissolution of its component parts. It has been very evident that the incongruous material which an overwhelming necessity had forced into a union could not long remain fused in one political crucible. When the pressure was removed, it was plain that the various elements would resolve themselves back into their primitives. This has been going on for a long time past, though outwardly a pretense of union existed, which farce has only been kept up for the purpose of enabling one or the other wing of the party to seize the machinery of the old organization.

The Republican or Radical Free-State element has for months been desirous of reorganizing the party, for they have felt that the danger was past, and they were not desirous that their votes in party conventions should be neutralized by those who, either from old affiliations or interests, were apologizers for or secret sympathizers with the present Administration and the Democracy. They have not done so from a fear that the pseudo Free-State Democracy would seize the old party craft, and calling themselves the Free-State party, would erjole many good men under that title. The Democratic wing, that faction which was organized by Walker and is represented by Brown, have been content to remain in the old organization, because they were not strong enough to stand alone, and

the clock of Free-Stateism enabled them the better to accomplish their designs.

The late election has everywhere turned on this point. There is no doubt that a majority of the Representatives elect are of the Republican stamp, or Kadicals, as they are called here. In many dis-tricts where the regular Conventions did not nominate Eepublicans, through party wire-working or packing, the people ran Independent candidates; and where they did the Democratic faction boiled. The Representatives elect are in most cases pledged by stringent instructions to repeal the entire bogus code, which the legislation of last Winter left undone. This, however, will be found not a matter of easy accomplishment. It will be re-membered that Denver refused to recognize the action of that body in locating, for their own bene-fit, the Territorial capital at Minneola, and an act was passed which required the Governor and Secretary of the Territory to remove their offices to Minneola. This has not, nor will it, be done. The Council is the same body that made Minneola When the Legislature is assembled at the capital. this place, the usual message will be sent to the then acting Governor, whoever he may be, informing him of their being in session. The answer will be, that he cannot recognize them while at Minneola; that Lecompton is the capital, &c. On re-ceipt of this, the house of Representatives will pass a resolution adjourning to Lecompton, with the intention on receipt of the Governor's Message of removing to Lawrence or Topeka; when this is sent to the Council for concurrence, that body, mindful of their Minneola stock, will refuse to assent and send it back. So it will go, and the greater part, if not the whole of the session, will be spent n this triangular fight, in which the third party, as representative of the Administration, will be the only one that will gain anything; for disorgan ization here will be a good excuse for the oligarchy to push its plan of Federal legislation in behalf of Slavery for the Territories. Thus the bogus code will stand a poor chance of repeal, a just apportionment of being made, or laws forbidding Slavery of being passed, unless the Territorial Legislature more wisdom, honor and probity than

such bodies generally possess.

But to return to the organization of parties, that being the present difficulty in our political ex-istence. An objection is made, and held as valid by many persons, that the organization of a party in connection with the National Republican party will be premature while we remain a Territory. A convention has been called by the Central Com-mittee, to meet at Lawrence on the second Wednesday in November next, to take this step into consideration. There is no doubt that something will then be done to accomplish the object. From a careful survey of the whole ground, it is the conviction of many that the old name will not be abandened, but that a platform will be adopted which will so modify the existing state of things as to accomplish the objects simed at by the so-called Radical element.

The signs of the times presage too plainly that

the next step in the Slave propaganda is the en-forcement of the Dred Scott decision upon the Territories by means of a Federal Slave code. Whether this latter is accomplished soon or not, it will be the fruitful source of agitation both here and in Washington. By the Dred Scott decision, Kansas is Slave Territory, and, as Senator Douglas gives his opinion—and that is Democratic doctrine -that the judgment of the Supreme Court is the highest law of the land, a Territorial Legislature can have no right, in spite of that other opinion of the same contradictory Little Giant-that they have power to forbid the introduction of slaves, or punish those who might bring them into their midst. Here is the danger-one which is by the Free-State party. The Convention to meet in November will have to deal with this issue, and new platforms must be made, a reorganization of parties effected, which will obviate the objection mentioned above, and confine our political action to our legitimate sphere—that of the Territories—and at the same time be of more use to the general cause of Freedom in the country than we could be if we were to organize directly as a Republican party. We shall act as scouts on the advance of the Free Labor army, and by boldly meeting the schemes of the Propaganda, which, though they affect kanssa, are more directly intended to cover the Territories yet to be occupied, we shall be of more effective service in cutting off the enemy's

Territory, in spite of the will of her people, as a main plank; consequently, opposition to the present Administration and the National Pro-Slavery party and the contemplated Federal Slave Code. It will call upon the Territorial Legislature to pass an act prohibiting the introduction of slaves into the Territory, providing a punishment for the same, and also take steps to secure the speedy admission of Kansas into the Union. Such a platform as this will be distasteful to the Democratic or Hunker element, who, while we passed milk and water resolutions, meaning nothing, and accomplishing worse than meaning nothing, and accomplishing worse than that, were content to stay in our midst, because one of their votes would always neutralize that of some true and earnest Anti-Slavery man.

Now for another matter, which shows the activity of the Democracy. The late discovery of gold in Western Kansas has turned the attention gold in Western Kansas has turned the attention of the Administration to that quarter, in hopes that by skillful maneuvering a population could be induced to go there of such a political character as to counterbalance the heterodoxy of Eastern Kansas. The fact, which all accounts bear out, that the country at the base of the mountains is well adapted to agricultural purposes, with the supposed mineral wealth, it is expected will cause a large emigration there. The aim is to induce the large emigration there. The aim is to induce the border Mi sourians and such characters to go now and early in the Spring in such numbers as to be able to control matters. For this purpose the border papers teem with glowing accounts of the country, and every endeavor is made to get up companies of the men who have been active in the past history of our Territory. Kansas is over 600 miles east and west, while but 200 north and south. It is hoped that if not a Slave State (through the action of the Dred Scott decision), at least a good Democratic State can be made out of

Western Kansas.

With this view an effort will be made at the next session of the Legislature to get that body to take some action which will result in the division of the Territory into two. Gov. Denver is the masterspirit in this movement, and in furtherance of it he has organized Arapahoe County, which comprises all the territory fifty miles west of Fort Riley, by the appointment of the following officers, ail good sound National Pro-Slavery Democrats: A. M. Smith of Lecompton, Probate Judge; J. H. St. Mathews, District-Attorney; E. W. Wynkoop, Statisf and Michael Board Clerk of Rangel. Mathews, District-Attorney; E. W. Wynkoop, Sheriff, and Hickory Rogers, Clerk of Board of Supervisors. These men are all on the way to the mountains. All but St. Mathews have been active Pro-Slavery men. This latter personage was formerly an Illinois National Democrat, and was the defeated candidate of that party for Superintendent of Public Schools in '56.

If they succeed in getting the Territorial Legislature to swallow the balt offered, which will be, as

lature to swallow the bait offered, which will be, as compensation for the loss of the west, the removal of the northern boundary to the Platte River in Nebraska, Congress will quickly organize another Territory out of the new helds and part of Utah. Another object aimed at in this scheme is to neutralize the Anti-Slavery sentiment of Southern Kansas by adding a slee of Democratic Nebraska on the north, and, with Leavenworth and other river towns, rule the future The bait will not take at first, because the State. The bait will not take at first, because the Yankee element in our people will not so easily give up the supposed rich regions now included in our borders before it has reaped some benefit therefrom; and second, because Denver's friends have not been so private in this matter that it has not leaked out and alarmed our politicians and agitators.

There is another feature in this scheme of par-celing out that deserves mentioning. Below Fort Scott lies a tract of country fifty miles north and and south and two hundred east and west, which comprises some of the finest lands in Southern Kansas. It is now Indian reservation, owned by the Cherokees and Osage Nation. Several attempts have been made to form a treaty by the Indians with the General Government for the sale of the neutral land, forming McGee County, owned by the Cherokee Nation, and of a portion of the Osage land; but invariably the Indians have been put off. When the Fort Gibson Road was chartered, the right of way was granted by the Cherokee Legislature to the Company; but the Indian Department at Washington refused to sanction it, and it fell through. The object of all this maneuvering is to prevent emigration closing upon the Indian territory, and thus the Free State sentiment, it is hoped, will be kept out until the scheme above detailed can be carried out. and a preponderance of Hunker sentiment secured in Kansas; then, when the Oligarchy get ready to open the Indian territory, Kansas will be asked, in consideration of the territory annexed on the north, to throw out the tract of Indian lands lying on the southern border of Kansas, out of which they hope to make a Slave State. They confidently expect to be able to accomplish something similar to the above, and all the power of the Administration here will be bent toward achieving a successful result. There is work yet to do. Freedom needs to be vigilant, for she never had a more dangerous and determined foe than the American Slave Oligarchy.
REPUBLICAN.

RAILROAD ENTERPRISE-CROPS, &c.

Correspondence of The N. Y. Tribune HYATT, Anderson County, Kansas, Oct. 7, 1858. The present bull in the political sky has enabled our ritizens to turn their attention to the material advancement and progress of their adopted home. Since the late visit of Gov. Denver to the south-eastern counties, and the ce-sation of the troubles in that section, we are in hopes that hostilities have entirely ceased our midst, and that in future our political trouble will be of no more exciting nature than those of ordinary contests of the kind in the States. In fine, we trust that it will be a war of words in place of blows.

The important geographical position of Kansas, the intelligent, enterprizing character of the people, and the necessity for development of rapid communication with the East, have all conspired to attract the attention of our citizens towar! the building of railroads. In this letter it is my desire to draw attention to the most prominent projects of this kind. The late discoveries in Western Kansas - the certainty that a fine country, admirably adapted to agriculture, is there awaiting the toilers' hands, and the great probability that there will likewise be found rich doposits of the precious minerals, all tend to make of in-terest to the general reader any details of projects which help forward the union of the Pacific and the Atlantic, and the completion of the great continental Attantic, and the completion of the great continental system of railron's. Among the enterprizes of this rature which have assumed a feasible and perminent character are the following: In Northern Kansas, the St. Joseph and Topeka road, running in connection with the St. Joseph and Hamibal road in Missouri, the northern terminus of which will be at Elweod or Palermo, Doniphan County, both of which are nearly opposite St. Joseph. A considerable portion of the stock in this road is taken, and an application has been made for a grant of land to build the road.

The other northern route, the one which will The other northern route, the one which will most probably be finished first, is the Atchison and St. Joseph Road, running from St. Joseph to Winthrop City, Mo., opposite Aichison. This road is a continuation of the Hamibal and St. Joseph Road. It is only seventeen miles in length, across the river bottom, whice, being perfectly level, is admirably adapted for the purpose. This road is already under contract and where, being perfectly aver, is already under contract and the Directors anticipate its being open for travel at the same time the Haumbal and St. Joseph Road is com-pleted, which it is aunonneed will be early in the en-seing Spring. From Atchison the road will run to Lawrence, and up the Kaw Valley, and south, to con-nect with the South Pacific Railroad; and thus the ree Pacific projects will be united. Leaverworth and Quindaro have several projects of

pickets than we could be in merging our individuality into the general organization. The new platform that undoubtedly will be adopted at Lawrence in November next, will have opposition to the Dred Scott decision, which declares Kansas to be Slave Territory, in spite of the will of her people, as a main plank; consequently, opposition to the present Absolute Territory and Territory in spite of the Will of her people, as a main plank; consequently, opposition to the present Absolute Territory in the Consequently opposition to the present Absolute Territory in the Consequently opposition to the present Absolute Territory in the Consequently opposition to the present Absolute Territory in the Consequently opposition to the present Absolute Territory in the Consequently opposition to the present Absolute Territory in the Consequently opposition to the present Absolute Territory in the Consequently opposition to the present Absolute Territory in the Consequently opposition to the Present Territory in the Consequently opposition well timbered and possessed of a fertile soil. They comprise the heaviest carbonicrous region in the State, according to Prof. Swallow, who in his report states that there is coal enough in four counties of South-Western Missouri to supply the United States for the next hundred years. The Kaussa continuation of the read is chartered under the Railroad General Incorporation Act as "The "Jefferson City and Neosho Valley Road," and will form a junction with the Missouri road at the State is "Webere the "Marais des Cygnes" River crosses, it, will ran westward from Harmonia, the point of junction, to Moneka, Linn County, Watertown and Hyatt, Anderson County; (the latter point will probably be the point where the north and south road will cross the road of which I am speaking); Fountain, Hampden, Burlington and Ottamwa, Coffey County; Piorence and Cooway, Madison County, to Emporia, Breckenridge County.

Forence and Conway, Madison County, to Emporis, Breckenridge County.

The Company have secured the right of way, fixed the points as abovenamed, formed a junction with the Misiouri Company, and are now engaged in raising additional subscriptions for stock. The citizens of Missouri, through whose section the projected road will pass, have shown a great degree of interest in the enterprise. Henry County will subscribe had enough to build the road through her midst, independent of morey and stock subscriptions. So with Morgan, as also Bates and Benton Counties. A bill is before Congress for an appropriation of land for the Kansas portion, which received the approval of Committees of both branches of Congress last Winter, and in all likelihood will pass the next Session. W. F. M. Aray of Hyatt, President, and John O. Wattles of Moucks, Treasurer, of the Kansas Company, are depated to

of Hyatt, President, and John O. Wattles of Moncks, Treasurer, of the Kansas Company, are deputed to proceed to Washington, to attend to the interests of the read during the incoming Session of Congress.

The nineteen counties of Scalhert Kansas, which by the bogus apportionment were disfranchised, and through the wilful negligence of the last Legislature were entinued in that condition, held a Convention at Ottomwa, Coffey County, for the purpose of nominating the three Representatives allowed them by trace of the Territorial Assembly. At that Conventions B herear, We believe that at the next session of Congress of United States, there will be large grants of lands made to Territory of Kausas for the purpose of building railroads

re almost tetally disfranchised in the Territorial Legislature, and we have no assurance of getting justice from the Territorial envistance in an apportionment of said lauds to the relivods of outliers. Katsas, therefore, be it.

Revised, That we, the Delegates of the nineteen disfranchised.

A glance at the map will show the importance of this reute, both for Kansas and Missouri. It is a link in the chain of raironals which will bind the East with the West. It will open up New-Mexico and Western Kansas, aid in developing their resources and in peopling them with the right population. The immense carrying trade of Santa Fe must ultimately find a starting-point in Kansas—in all probability at the present western terminus of this road, as it will save over a hundred miles of travel, and the trains will be enabled to make two trips a year instead of one, as is now the case. e case. Crops in all this section have been very good. Corn

the case.

Creps in all this section have been very good. Corn on old ground is extremely heavy, yielding 75 bushels per acre, and that on the sod will yield 50 bushels. The past season has shown that Kansas is admirably schapted to wheat growing, and but for the beavy rains which induced rust, that crop would have shown its importance. All root crops are extremely predice, potatoes yielding from 125 to 150 bushels per acre. Turnips, beets, &c., in proportion. A large quantity of sugar-cane was raised this season. Many mills have been built, and sirup of prime quality manufactured. One man in Lian County has thirteen acres, which he is now engaged in turning into sorgho sirup. Each acre averages him 125 gallons, which will make about 1,600 gallons for the whole. He finds a ready sale at 60 cents per gallon. This will make the pet return \$980, which, allowing one-half for expense, will leave \$440 for profit. The cost of his machine, one of Charke, Plant & Norris's cane crushers, was \$75. This was fitted to a horse-power, and with the pars, &c., may bring the cost up to about \$250 for the whole apparatus. This is a liberal estimate. One farmer who had an acre of cane, built a mill with wooden cylinders, which, though they do not express more than two-thirds of the juice, will return him over a hundred per cent for the time, money and labor expended. His whole apparatus and labor of making will not cost him more than \$39, and he will have at least 80 gallons of sirup much superior to the common molasses, for which he has to pay from 60 to 75 cents per gallon. This crop is an entire success, and the result of this season will be the erection next year

least so games or supplied to the public last so games for which he has to pay from 60 to 75 cents per gallon. This crop is an entire success, and the result of this season will be the erection neat year of good mills for the manufacture of both sugar and sirup. It will bring about a complete revolution in regard to the sugar-trade of the South, and soon our people will be able to use entirely the Free-Labor.

The postponement of the land sales till July next has greatly relieved our settlers, and all persons feel that a great misfortune has been postponed. If the next session of Congress grant any land for railroad purposes, the day of sale will be forther postponed, to allow of the selecting of the land granted. This will take several months, so that by no chance can the sale come off as early as July next. The policy of all our National Administrations has indeed been a miserable piece of botch-work with regard to the public lands. Give us two years before the sale, and we will show an extent of country for two hundred miles, so densely an extent of country for two hundred miles, so densely populated that but a small proportion will pass into the hands of speculators. But go rernments, statesmen and political philosophers have yet much to learn, for they have not yet mastered the elementary alphabet of true societary organization, viz: That the land is one of the fundamental elements of life, equally with the air and water; that it belongs to the people, and no government has a right to prevent the man form organization. people, and no government has a right to prevent the man from occupying it. Millow.

SENATOR HAMMOND ON POLITICAL ISSUES, -Senator Hammond of South Carolina partook o'a public dinner at Barndville, in that State, a few days ago. He made a speech on the occasion, some points of which are thus sketched by The Augusta Constitutionalist:

"He said he regarded the Kansas excitement, throughout the whole controversy, as the greatest imposture ever practiced on intelligentcommunities; and he never for a moment believed that the Territory could, under any possible contingency, become a Slave State. He regarded the whole idea as preposterous and delusive in the extreme. The reopening of the African slave trade, in his opinion, could never be accomplished except by the dissolution of this Haion. The Free States were opposed to reopening that trade, and their Representatives in Corgress would never vote in favor of such a measure. He believed it was the destiny of African Slavery to extend over the whole world, wherever climate and soil would warrant it. The black race were providentially designed as 'hewers of wood and drawers of water,' and there was no mortal power that could after the decree established. He did not think that there was any territory belonging to our Urbon suitable for Slavery, unless our Pacific slopes would answer; but there the mongrel races of Mexico would analgamate with the slaves, and the institution would become worthless and insecure.

"Senator Hammond insisted on the importance of a route across the Isthmus to California, which the United States must take into their own hands, and by fire, if uccessary, for we have the right to take it. We must, he said, fight all our battles for constitutional rights and equality in the Union. But whenever the South declares that she can no longer maintain her position of equality in the Union, and is prepared for independence out of it, his hopes, his fortunes and his fate would be with the people of the South." "He said he regarded the Kansas excitement,

TERRIBLE WARNING.—On Saturday last a notice was posted up in Germantown, of which the following is a literal copy:

Notice To The people of Germantown and its vicinity that A PRact aceting will be held on Saturday Evening at the Shop of J C Clem By order of A Committee of the Sushwackers.

President I am in the Field.

any one caught destroying this shall be dealt with according to the color of the sushwackers. The color of the state of the same of the state of the same of the same

On the evening designated the police were on hand and prevented the sacrilegious exhibition. A man by the name of John Thompson was the President of the Bushwackers," and on Monday morning like deal body was found in a ditch near Germantown. It is supposed he fell through a bridge on the Chestaut Hill Railroad, as he had a deep gash on the bend.

(Resource (Pa.) Daily Times, Nov. 3.